



Commandant  
United States Coast Guard

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COMDTNOTE 3710  
NOV 3 2000

COMMANDANT NOTICE 3710

CANCELLED: NOV 2 2001

Subj: CH-1 TO COAST GUARD AIR OPERATIONS MANUAL, COMDTINST 3710.1D

1. PURPOSE. This Notice promulgates changes to Night Vision Goggle (NVG) operating procedures, limitations, and semi-annual training minimums contained in the Coast Guard Air Operations Manual, COMDTINST M3710.1D.
2. ACTION. Area and district commanders, commanders of maintenance and logistics commands, commanding officers of headquarters units, assistant commandants for directorates, Chief Counsel, staff offices at Headquarters, and commanding officers of aviation units shall ensure compliance with the provisions of this change.
3. DIRECTIVES AFFECTED. None.
4. BACKGROUND. The modifications incorporated in this change are a result of a comprehensive test plan completed by Coast Guard Aviation Training Center Mobile. The evaluation considered all facets of NVG helicopter operations, including approaches to the water, boat hoisting and rescue swimmer deployments. Since the advent of NVG use in the Coast Guard, there has been a natural expansion of the potential uses of NVGs as the pilot experience base increased. As a result, all HH-60 and HH-65 units have already transitioned to Level II use. A third level of operational capability, Level III, has been created which will ultimately enhance situational awareness, safety and effectiveness during night over water operations. Eventually, as the cutter fleet transitions to NVG compatible flight decks, and NVG shipboard procedures are added to the Shipboard-Helicopter Operational Procedures Manual, COMDTINST 3710.2 (series), NVG shipboard takeoffs and landings will be added to the list of authorized maneuvers.
5. SUMMARY. This change removes all reference to NVG levels as independent pilot qualifications. The use of NVGs during night helicopter missions is now the norm. It is as much a part of pilot qualification as instrument proficiency. Pilots will now have to meet all annual and semiannual proficiency requirements, including NVG minimums, to maintain their designations. Once a pilot has qualified at a level they can no longer move down to a

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lesser NVG designation. However, NVG Level III pilots transferring to units that have not transitioned to NVG Level III operations will be placed in NVG Level II status pending the unit transition to NVG Level III. While these changes dramatically increase the pilot's latitude to use NVGs, only a minor increase in training requirements is necessary. The HH-60 and HH-65 training branches will work with individual units to bring these changes into effect. I encourage all commanding officers to promote this change enthusiastically, while continually reminding their pilots of the inherent limitations of today's NVG equipment.

6. PROCEDURES. The table below describes the amendments to the Manual and procedures for entering this change.

Remove

pages 4-29 through 4-32

pages 8-13 through 8-20

pages 8-27 through 8-28

pages 8-33 through 8-34

pages 8-39 through 8-42

Insert

pages 4-29 and 4-32

pages 8-13 through 8-20b

pages 8-27 through 8-28

pages 8-33 through 8-34

pages 8-39 through 8-42

TERRY M. CROSS

Assistant Commandant for Operations



## Section K. Night Vision Goggles (NVGs)

### K.1. Level Definitions

There are four levels of NVG operation in the Coast Guard. The basic qualification or Level 0, is the use of NVGs by crewmembers or one non-flying pilot when seated at a flight control or non-flight control position. The three remaining levels involve use of helmet or headgear mounted ANVIS type NVGs simultaneously by pilots at flight control positions on training and operational missions.

### K.2. General

#### K.2.a. Qualification Requirements

With the exception of Level 0, completion of a Commandant (G-OCA) approved ground and flight training program, appropriate for each level and aircraft type, is required prior to qualification. The qualification shall be recorded in accordance with Chapter 8. NVG ground training is recommended prior to Level 0 use.

Level I pilots must have at least four (4) hours of USCG NVG flight time with a minimum of one (1) hour in type prior to designation.

Completion of the ATC Mobile Night Vision Goggle Lab may be substituted for one (1) hour of flight time.

#### K.2.b. Approved Simulator

NVG Level I training and up to ½ of the minimum recurrent training requirements may be conducted in an NVG compatible flight simulator.

#### K.2.c. Special Attention

NVG operations over land require special attention due to the terrestrial hazards of moonlight shadowing, the inability to detect wires, etc.

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## Section K. Night Vision Goggles (NVGs), Continued

### K.2.d. Lighting

NVG compatible cockpit lighting is required to conduct Level I, II and III operations.

Aircraft cockpit/compartments lighting shall not be turned off or dimmed so as to interfere with safe operation of the aircraft.

Aircraft position lights shall not be turned off for NVG operations except as authorized by Commandant (G-OCA).

The anti-collision lights need not be lighted when the PIC determines that, because of operating conditions, it would be in the interest of safety to turn them off.

### K.2.e. Filters/vision Restriction Devices

Daylight NVG training filters/vision restriction devices are not authorized for NVG training.

### K.2.f Ease of Removal

NVGs shall be hand-held or worn in such a manner that they may be immediately removed from the operator's field of view.

### K.2.g. "In Use" Definition

For the purpose of this section, helmet or headgear mounted NVGs are defined as "in-use" whenever the NVGs are flipped down within the operator's field of view.

### K.2.h Use During Shipboard Operations

The approved policy concerning the use of NVGs during shipboard operations will be found in the Shipboard-Helicopter Operational Procedures Manual, COMDTINST M3710.2 (series).

### K.2.i Operational Minimums

Table 4-1 describes the operational minimums for NVG use.

*Continued on next page*



## Section K. Night Vision Goggles (NVGs), Continued

Table 4-1

Level	Minimums
<b>0 &amp; 1</b>	
a. F/W	<p>1. NVGs shall not be used at flight control positions below 300 feet Above Water Level (AWL) or 500 feet AWL while maneuvering with full-face mask type NVGs.</p> <p>2. NVGs shall not be used at flight control positions below 500 feet Above Ground Level (AGL) or 800 feet AGL while maneuvering with full-face mask type NVGs.</p> <p>3. In the case of the HC-130, only one of the AC, CP or FE may use NVGs at any given time.</p>
b. R/W	<p>1. NVGs shall not be used at flight control positions below 300 feet AGL, or 150 feet AWL except as noted below:</p> <p>a. Both pilots may use NVG's during PATCH, CATCH, MATCH and IAS/VS letdown patterns. During each instrument approach, NVG's must be removed by the pilot at the controls prior to descending below 150' AWL. The safety pilot may use the NVG's throughout the entire approach, in a stable hover, and during automatic or manual departure from the water. Once stabilized in a hover with sufficient aided visual reference, the safety pilot with NVG's "in-use" is authorized to momentarily take the flight controls solely to allow the pilot executing the approach to transition from an instrument scan to an unaided visual hover.</p> <p>2. NVGs shall not be used at flight control positions at distances closer than one-half (1/2) nautical mile laterally or 500 feet vertically from other aircraft.</p>
<b>II</b>	
a. F/W	N/A
b. R/W	<p>1. Level 0 &amp; I minimums.</p> <p>2. NVGs may be used to conduct non-shipboard takeoffs/landing.</p>
<b>III</b>	
a. F/W	N/A
b. R/W	<p>1. NVG Level 0, I &amp; II minimums.</p> <p>2. NVGs may be used when conducting:</p> <p>a. Visual and instrument approaches to the water.</p> <p>b. Boat hoists and R/S deployment/recovery sequences.</p>



## Section L. Transportation Flights

### Overview

In general, transportation flights are conducted as normal flights. However, there are a number of policies and reporting requirements which must be considered for VIP flights and any flight where transportation is either the primary or a secondary purpose.

### L.1. Arrival of VIP Flights

Except in an emergency, VIP flights should not arrive before the latest ETA that has been forwarded to the destination. The latest ETA should be sent in ample time to permit notification of interested personnel.

### L.2. Transportation as the Primary Purpose

Issues relating to transportation as the primary purpose are discussed in Chapter 5.

### L.3. Space Available Transportation

This category of transportation should not be confused with the Military Space Available Program described in Paragraph L.4 below. Transportation within this category should normally be for official purposes only.

See Chapter 5, Section E, for information and guidance. In situations where Space Available Transportation for non-official purposes is contemplated, Appendix C (DOT Order 6050.1 (series)) and Section I of Chapter 5 should be consulted.

### L.4. Military Space Available Program

This program authorizes space available transportation aboard military aircraft for members of the Armed Forces and certain others under specific conditions.

See Chapter 6 for information and guidance on this program.



## Section C. Requirements for Designations, Continued

### C.6.c. Rescue Swimmer

To be designated a Rescue Swimmer, an individual must have completed all requirements for BA in the HH-60J or FM in the HH-65 up to, but not including, the flight phases. In addition, an individual must:

- Complete a military helicopter rescue swimmer school.
- Complete the Coast Guard Syllabus for Rescue Swimmer for type of aircraft.
- Complete certification as a Coast Guard EMT.

### NOTE

Rescue Swimmers previously designated in one helicopter type may be assigned duty standing status in a new type while completing the requirements of the paragraph above, not to exceed 60 days.

### C.7. Instructor Designation Requirements

#### C.7.a. Upgrade Flight Syllabus Instruction

Only designated instructors, qualified in the type of aircraft, position, and training being conducted, shall provide initial and upgrade flight syllabus instruction.

Aircrew ground syllabus instruction may be given by a crewmember qualified in the type of aircraft, position, and training being conducted.

#### C.7.b. Designated Instructor

Commanding officers shall designate in writing each instructor assigned to a unit. Prospective instructors must meet the following minimum qualification requirements:

##### C.7.b.(1) Judgment

The instructor must possess superior judgment.

##### C.7.b.(2) Personal Qualities

The instructor must have patience, tact, understanding, and a desire to instruct others.

The instructor must have a personality that inspires confidence and wins the respect of each student.

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## Section C. Requirements for Designations, Continued

C.7.b.(3) Technical Knowledge	The instructor must be thoroughly familiar with the aircraft systems and equipment, normal and emergency operating procedures, and aircraft performance under all conditions of flight for the respective crewmember position.
C.7.b.(4) Proficiency and Experience	<p>The instructor shall have sufficient experience to ensure the desired standard of knowledge, judgment, and proficiency in the maneuvers he or she will be instructing.</p> <p>The instructor must have been qualified and current in type for at least six months.</p>
C.7.b.(5) Methods of Instruction	Instructor pilots must have received formal military or civilian training in methods of instruction. It is desirable that aircrew instructors receive formal or locally prepared training in methods of instruction.
C.7.b.(6) Instructor Syllabus	Prior to designation, each instructor shall complete a Commandant approved (if promulgated) or locally developed flight and ground syllabus.
C.7.b.(7) Designation Checks	<p>A ground and/or flight check is required prior to any designation. Designation checks shall be conducted by a member of the Flight Examining Board or, at the discretion of the commanding officer, by an instructor assigned to a Standardization Unit.</p>
C.7.c. Instructor Currency Requirements	<p>To maintain a current pilot instructor qualification, each IP shall conduct a combination of at least six of the following: upgrade syllabus flights, pilot flight checks, or supervise (not more than 3) proficiency/recurrent training syllabus flights during a semi-annual period.</p> <p>Aircrew Instructors shall conduct at least three syllabus instruction flights or check flights, in the crew position and type of aircraft designated during any semi-annual period. C-130 Loadmaster Instructors may complete their semi-annual syllabus or flight checks in the aircraft without actually being in flight.</p> <p>Instructors who fail to conduct the minimum number of instructional or check flights lapse and must satisfactorily complete an instructor check prior to conducting further instructional flights.</p>

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## **Section C. Requirements for Designations,** Continued

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## Section D. Minimum Recurrent Training Requirements for Coast Guard Flight Crewmembers Assigned to Operational Flight Duty

### Overview

The requirements listed in Table 8-2 represent the minimum flight requirements for all pilots whose orders designate them DIFOPS, and for designated flight crewmembers, regardless of which designations are held in any type aircraft.

It is recognized that proficiency is dependent upon individual flight currency, total experience, and other factors including tempo of current operations.

In general, it is desirable to provide duty standing pilots 20-25 flight hours per month to ensure adequate proficiency, limit operational risks, and not compromise flight safety.

**Where a multiple of a specific requirement or maneuver is specified, it is expected that the requirement will be prorated in a reasonable manner over the entire semi-annual period. Waiting until late in the period to meet the semi-annual requirement renders the training much less effective, demonstrates poor judgment on the part of the individual concerned, and shows inadequate supervision on the part of the command.**

### EXCEPTION

Those Coast Guard pilots assigned DIFOPS on exchange programs with another Service will fulfill the minimum requirements of that Service.

### NOTE

Flights may be made by Coast Guard flight crewmembers while in a leave status and can be logged to meet semi-annual training requirements.

The Comptroller General has held that flights made while in a leave status may not be considered as meeting minimum flight requirements for crediting of flight pay.

### D.1. Minimum Recurrent Training Requirements

Minimum recurrent training requirements represent the minimum recurrent flight and ground training necessary to maintain proficiency.

These requirements apply to all crewmembers assigned to flight status regardless of designation.

Continued on next page



## Section D. Minimum Recurrent Training Requirements for Coast Guard Flight Crewmembers Assigned to Operational Flight Duty, Continued

<b>D.2. Flight Training Syllabi</b>	Commandant approved (if promulgated) or locally developed recurrent flight training syllabi shall be completed semi-annually. These syllabi should contain adequate flexibility to monitor and provide for additional maneuvers as deemed necessary to maintain proficiency.
<b>D.3. Minimum Performance Standard</b>	The minimum performance standard for any recurrent training requirement shall be at least equal to the performance standard required for current designation.

Table 8-2

<b>1. SEVENTY-TWO MONTH TRAINING REQUIREMENTS FOR FLIGHT CREWMEMBERS</b>	
a.	9D5 Dunker (helicopter crews)
<b>2. CALENDAR YEAR GENERAL TRAINING REQUIREMENTS FOR FLIGHT CREWMEMBERS</b>	
a.	Standardization Check (Annual requirement - within 15 months of previous check)
b.	Swim Test
c.	Wet Drill
d.	Egress Breathing Device/Shallow Water Egress Training (SWET) (Helicopter crews)
e.	Emergency Ground Egress
f.	SAR Equipment and Pyrotechnics
g.	OPSEC/COMSEC Training (except AR&SC)
h.	Operational Hazard Awareness Training
i.	Land Survival Training
j.	Crew Resource Training (every 24 months)
<b>3. ANNUAL SPECIFIC TRAINING REQUIREMENTS FOR PILOTS</b>	
a.	Standardization Check
b.	SAR Procedures Standardization Check (AC and FP only) (Should include satisfactory CATCH, MATCH or PATCH over water under simulated instrument or night condition)
c.	Flight Simulator Training
d.	Instrument Check (one check per aircraft category (can be performed in simulator))
e.	NVG Check (one check per aircraft category)
<b>4. SEMI-ANNUAL GENERAL TRAINING REQUIREMENTS FOR FLIGHT CREWMEMBERS</b>	
Commandant-approved Recurrent Training Syllabus (if promulgated) or locally developed Recurrent Training Syllabus	

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## Section D. Minimum Recurrent Training Requirements for Coast Guard Flight Crewmembers Assigned to Operational Flight Duty, Continued

<b>5. SEMI-ANNUAL SPECIFIC TRAINING REQUIREMENTS FOR PILOTS</b>			
	Single Qual Frequency	Dual Qual Frequency (Each Type)	Remarks
<b>a. Total Pilot Time</b>			
(1) AC/FP	48 hours	48 hours	1. Up to 12 hours can be in simulator.
(2) CP	24 hours	24 hours	1. No less than 24 hours “at the controls” per type.
<b>b. Autorotations (R/W)</b>	5	5	1. Daylight only.
<b>c. Airways Training Flight</b>	1	1	1. May be conducted in either type if dual qualified. 2. May be accomplished in a simulator.
<b>d. Night Time</b>	6 hours	4 hours	1. Simulator time can fulfill up to 1/2 night requirements.
<b>e. Landings</b>	5	4	1. At least 1 night full stop, each type.

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## Section D. Minimum Recurrent Training Requirements for Coast Guard Flight Crewmembers Assigned to Operational Flight Duty, Continued

Table 8-2 (cont'd)

	Single Qual Frequency	Dual Qual Frequency (Each Type)	Remarks
<b>f.</b>			
<b>(1) Approaches</b>	6 precision/ 6 non-precision	6 precision/ 6 non-precision	<ol style="list-style-type: none"> <li>One circling approach must be performed in each F/W type.</li> <li>When practical, actual or simulated approaches shall be flown to field minimums.</li> <li>Ship/Helo ops w/RADAR assisted approaches, TACAN, and ADF approaches can fulfill non-precision requirements.</li> <li>Category II operations are not authorized.</li> <li>At least three (3) precision each must be accomplished in the manual (uncoupled) mode.</li> <li>Up to 1/2 of approach requirements may be accomplished in an approved flight simulator.</li> <li>For precision and non-precision approach minimums, at least two (2) of each must be completed to a landing at night in each type. (F/W only)</li> </ol>
<b>(2) Helo Approaches</b>			<ol style="list-style-type: none"> <li>Except AR&amp;SC</li> </ol>
<b>a. Coupled to Hover (over water)</b>	6	6	<ol style="list-style-type: none"> <li>At least four (4) must be completed at night; at least two (2) must be unaided.</li> <li>For HH-60, up to half may be completed in simulator.</li> </ol>
<b>b. Manual to Hover</b>	6	6	<ol style="list-style-type: none"> <li>At least four (4) must be completed at night; at least two (2) must be unaided.</li> <li>For HH-60, up to half may be completed in simulator.</li> </ol>

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## Section D. Minimum Recurrent Training Requirements for Coast Guard Flight Crewmembers Assigned to Operational Flight Duty, Continued

Table 8-2 (cont'd)

	Single Qual Frequency	Dual Qual Frequency (each Type)	Remarks
<b>g. SAR Procedures</b> (Except ARSC) It is desirable to have CP fulfill the requirements.			
<b>(1) Boat Hoists</b>	6	6	<ol style="list-style-type: none"> <li>At least three (3) must be completed at night per type at least two (2) of which are unaided. Train in offshore environment if possible.</li> <li>Up to two (2) RS deployments can be used to fulfill this requirement.</li> <li>One (1) to a boat DIW with trail line.</li> </ol>
<b>(2) R/S Deployment and Recovery Sequences</b>	6	6	<ol style="list-style-type: none"> <li>At least four (4) must be completed at night per type at least two (2) of which are unaided.</li> <li>At least one (1) Direct Deployment by each AC/FP.</li> </ol>
<b>(3) F/W</b>			
a. ADS	2	2	
b. MA-2/3 Kit	2	N/A	1. C-130 only.
c. Survivor Relocation	1	1	1. Electronic (e.g., RNAV/holding pattern) authorized for HU-25.

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## Section D. Minimum Recurrent Training Requirements for Coast Guard Flight Crewmembers Assigned to Operational Flight Duty, Continued

Table 8-2 (cont'd)

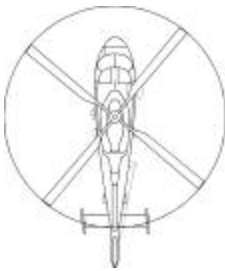
	Single Qual Frequency	Dual Qual Frequency (each Type)	Remarks
<b>h. Night Vision Goggles</b>			
<b>(1) Level I</b>			
a. NVG flight time	4 hours	3 hours	1. The time interval between Level I NVG flights shall not exceed six (6) months.
<b>(2) Level II</b>			
a. NVG flight time	4 hours	3 hours	1. The time interval between Level II NVG flights shall not exceed six (6) months. 2. The Annual NVG check may count as one (1) NVG RT.
b. NVG Aided Night Land Recurrent Training (RT) Flight	2	1	
<b>(3) Level III</b>			
a. NVG Flight Time	4 hours	4 hours	1. The time interval between Level III NVG flights shall not exceed six (6) months. 2. The Annual NVG check may count as one (1) NVG RT. 1. Copilots are not required to complete NVG Level III semi-annual hoist or Rescue Swimmer minimums.
b. NVG Aided Night Land RT Flight	2	1	
c. NVG Aided Coupled Approaches to Hover	2	2	
d. NVG Aided Manual Approaches to Hover	2	2	
e. NVG Aided Boat Hoist	1	1	
f. NVG Aided R/S Deployment and Recovery Sequences	2	2	



## **Section D. Minimum Recurrent Training Requirements for Coast Guard Flight Crewmembers Assigned to Operational Flight Duty, Continued**

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## Section H. Miscellaneous Proficiency Requirements

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### H.1. Pilot Shipboard Helicopter Training

Pilot Shipboard Helicopter training requirements are listed in the Shipboard-Helicopter Operational Procedures Manual, COMDTINST M3710.2 (series).

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### H.2. Rescue Swimmer Requirements

For specific rescue swimmer requirements, see the **Coast Guard Helicopter Rescue Swimmer Manual**, COMDTINST M3710.4 (series).

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### H.3. Warm-Up Flight

Any pilot who has not flown in his or her primary crew position (in flight or in an approved simulator) during the previous 30 days will be required to fly a warm-up flight prior to flying in that crew position on an operational mission, or to being assigned as pilot in command.

This is a requirement for individual flight currency and is separate from the minimum recurrent training requirements stated in Section E and Table 8-2.

Commands are to prescribe an appropriate syllabus to accomplish this purpose.

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### H.4. Air Intercept Training

Air Intercept training requirements are prescribed in the Air Interdiction Procedures Manual, COMDTINST M3710.3 (series).

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## Section I. Other Periodic Training

### I.1. Low-Pressure Chamber (LPC) Training

All pilots of pressurized aircraft capable of high altitude operations shall attend LPC recurrent training every 12 years. This LPC course must be completed not later than 15 months after previous LPC training.

The date of the LPC course attended shall be recorded in the individual's health record and training jacket.

### I.2. Physiological Training

All aircrew of pressurized aircraft capable of high altitude operations will receive annual aviation physiological training. Training shall be conducted by a Flight Surgeon or an aviation physiologist.

Training shall concentrate on the subject of night adaptation, hypoxia, symptoms of hypoxia, and the importance of immediately donning oxygen equipment. It is expected that at least one hour will be devoted to the subject of hypoxia and the physiological effects of pressurized and unpressurized flight.

Physiological training may be conducted along with other wellness training. Strong emphasis should be placed on the potential negative impact of smoking, caffeine and alcohol, and the benefits of physical fitness. It is particularly important to emphasize the physiological changes that can be anticipated as the body ages.

All aircrew shall don and utilize oxygen equipment during annual standardization checks.

### I.3. Night Adaptation Training

If USN or USAF night vision training facilities are available, flight crewmembers should attend such a training course in conjunction with low pressure chamber training.

The date an individual attends a night vision training course shall be recorded in his health record and training jacket.

### I.4. Water Survival Training

#### I.4.a. Swim Test

All aviation personnel on Duty Involving Flying - Operations (DIFOPS) orders or temporary flight orders shall participate in a swim test. During the swim test, the aircrewmember must successfully complete a 75-yard swim — while wearing an uninflated, normally equipped life vest, flight suit (not ADC) and boots — using the crawl stroke, breast stroke, back stroke, side stroke, or a combination thereof. During the swim, the individual shall demonstrate comfort, not necessarily form, in the stroke(s) used.

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## Section I. Other Periodic Training, Continued

### I.9.a. Introductory CRM Training

Introductory CRM training is taught at ATC Mobile and Little Rock AFB. This initial training provides an essential cultural foundation by emphasizing the importance of CRM skills early on. Introductory training is an overview and does not replace Coast Guard CRM initial training.

### I.9.b. CRM Training Skills

CRM training courses concentrate on improving individual performance and teamwork (crew) skills by emphasizing the following objectives.

- Determining and analyzing one's own personality traits as they relate to crewmember interaction and problem solving.
- Improving personal and crew communication skills.
- Developing and improving participation as an individual and crewmember in a positive and assertive manner.
- Developing and enhancing individual and crew situational awareness skills.
- Identifying hazardous trends/attitudes through analysis of past human error mishaps.
- Presenting a risk management methodology that can help individuals and crews identify and prevent or mitigate hazardous situations.

### I.9.c. CRM Refresher Training

Refresher CRM training is a biennial requirement. Refresher training is now part of the annual pilot proficiency course curriculum at ATC Mobile. C-130 pilots (and some aircrew) receive their refresher training at McChord AFB in conjunction with their annual proficiency course. Remaining aircrew will receive refresher training during yearly standardization visits to each unit by Coast Guard ATC Mobile or the C-130 standardization team.

### I.9.d. Failure to Complete

Aviation personnel failing to complete the CRM Initial Course or CRM Refresher Course on schedule shall request a waiver in writing from Commandant (G-OCA) prior to continuing operational flying.



## Section J. Special Qualification Requirements

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### Overview

Shipboard-Helicopter and Air Intercept qualifications are adjunctive qualifications to the pilot designation.

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### J.1. Shipboard-Helicopter Qualifications

Requirements are specified in the Shipboard-Helicopter Operational Procedures Manual, COMDTINST M3710.2 (series).

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### J.2. Air Intercept Qualification

Requirements for pilots and sensor systems operators are specified in the Air Interdiction Procedures Manual, COMDTINST M3710.3 (series).

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## Section M. Lapse and Redesignation

### M.1. Lapse

Designations shall lapse as follows:

#### M.1.a. FP and AC

When minimum requirements prescribed by this Manual have not been met, including NVG minimums, designation reverts to CP.

#### M.1.b. CP

When minimum requirements prescribed by this Manual have not been met (including NVG minimums), or 6 months after the last flight in type, the individual lapses to unqualified.

#### M.1.c. All Other Flight Crewmember Designations

When the minimum requirements prescribed by this Manual have not been met or 6 months after last flight in type has passed, flight crewmembers lapse to Basic Aircrewmember, provided requirements for Basic Aircrewmember have been met.

If Basic Aircrewmember requirements have not been met, the individual lapses to an unqualified status.

#### M.1.d. Instructors/Flight Examiners

When minimum qualifications prescribed by this Manual have not been met (including NVG minimums), the designations lapse and a requalification must take place as prescribed in Section C of this chapter. Designations also lapse upon PCS transfer. The commanding officer of the gaining unit may accept prior Instructor/Flight Examiner designations that are current without requalification.

### M.2. Failure of Standardization/SAR/Instrument Checks

#### M.2.a. Standardization/Instrument Checks

If an individual fails a standardization or instrument check, the individual lapses to unqualified.

#### M.2.b. SAR Procedures Check

If pilot fails a SAR procedures check, the individual lapses to copilot designation.

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## Section M. Lapse and Redesignation, Continued

### M.3. Lapse of Special Qualification

#### M.3.a. Shipboard-Helicopter

When Shipboard-Helicopter qualification lapses, the individual Shipboard-Helicopter qualification lapses to unqualified.

#### M.3.b. Air Intercept

When minimum recurrent training requirements prescribed by this Manual have not been met or six months after the last flight in type has passed, the individual Air Intercept qualification lapses to unqualified. Lapse of Air Intercept qualification has no effect on the pilot or HU-25C sensor systems operator designation.

### M.4. Redesignation

#### M.4.a. General

If a flight crewmember's designation lapses, he or she shall not be assigned the duties of the lapsed designation.

#### M.4.b. Lapse Due to Failure to Meet Minimum Requirements

If a flight crewmember's designation lapses due to a failure to meet the minimum requirements, a designation check flight, which encompasses the incomplete maneuvers, is required for redesignation.

#### M.4.c. Failure of Standardization/SAR Procedures/NVG/Instrument Check

If a flight crewmember's designation lapses due to failure of standardization, SAR procedures, NVG, or instrument check, the individual shall receive additional training in the area(s) of deficiency and shall pass a check flight for redesignation.

#### M.4.d. Lapse Due to No Flights Within Previous Six Months

If a crewmember's designation lapses due to no flights within the previous 6 months, a designation check flight is required for redesignation. However, if the crewmember has had no flights within one year, the individual must attend a Commandant approved requalification course.

#### M.4.e. Additional Requirements

Commanding officers may prescribe additional training prior to redesignation.

*Continued on next page*



## Section M. Lapse and Redesignation, Continued

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M.4.f. Pilot Designation Lapse Due to Duty Including Flying —Denied (DIFDEN)	Pilots ordered to DIFOPS/DIFPRO assignments and have lapsed due to DIFDEN assignments shall complete a Commandant (G-OCA) approved requalification course.
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M.4.h. Lapse of Air Intercept Qualifications	<p>Prior to redesignation, an aircraft commander or HU-25C sensor systems operator whose Air Intercept qualification has lapsed must complete an Air Intercept flight evaluation.</p> <p>The individual may also be required to repeat those portions of the initial qualification syllabus prescribed by the commanding officer.</p>
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## Section N. Approved Simulators

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### N.1. Overview

The ATC Mobile Flight Simulators for the H-60, H-65, and HU-25 are authorized simulators for purposes of this Manual; the H-60 flight simulator is an authorized NVG compatible simulator.

Flight simulators operated by the Air Force, Navy, Marine Corps, and those approved by the FAA for the C-130, VC-4, and the C-20 are authorized simulators for purposes of this Manual.

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